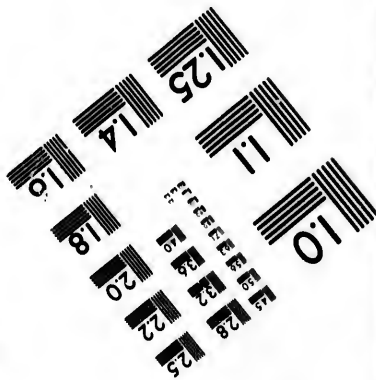
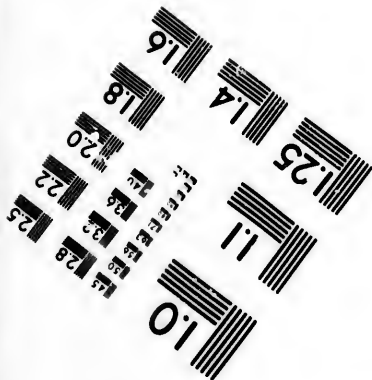
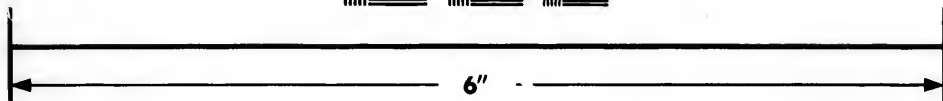
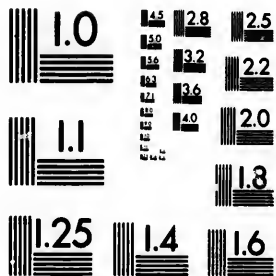


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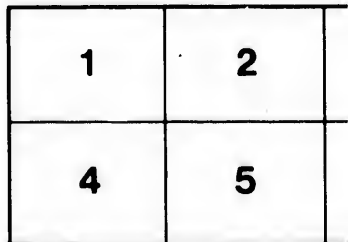
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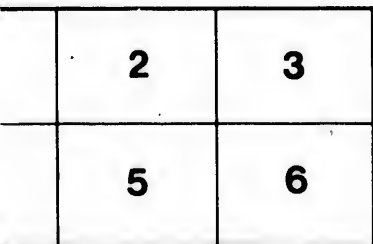
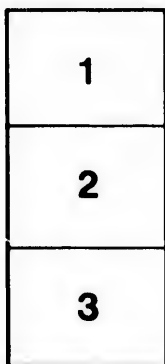
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CORRECTED TO Dec. 14TH, 1893.

Canadian Pacific Railway

ANNOTATED TIME TABLE

WITH INFORMATION AS TO C. P. R.
TRANSCONTINENTAL ROUTES

The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver Victoria and San Francisco, and Pacific Coast are all the year.

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Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
172	LEAVE 11.10 P.M. DAILY EASTERN STANDARD TIME	Quebec —Population 70,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759—No city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels chief among which on Dufferin Terrace, is the Chateau Frontenac, a magnificent structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the In-	3.00 P.M. ARRIVE Places of interest Rail-way & steamship connections	3053

^t Additional train leaves Quebec for Montreal at 10.30 p.m. (week days only), arriving at Montreal at 6.30 the following morning.

Miles from Mont ^l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc ^v r	Miles from Montreal
	LEAVE	tercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	LEAVE		70 64 60 56 48
165	P. M. 1.28	Lorette	P. M. 2.40	3016	
159	1.40	Belair	2.30	3010	
146	2.10	Pont Rouge	2.10	3027	
142	2.20	St. Bazile	1.58	3023	
137	2.30	Portneuf	1.48	3018	
133	2.39	Deschambault	1.37	3014	
130	2.47	Lachevrotiere	1.30	3011	
127	2.53	Grondives	1.23	3008	
119	3.08	Ste. Anne de la Parade	1.08	3000	
114	3.19	Batiscan	12.57	2995	
107	3.34	Champlain	12.40	2988	
97	3.54	Piles Junction	12.21	2978	
		salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.	P. M.		48 43 39 35 28 23 17
95	4.15 P. M.	Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	NOON 12.15 Lunch	2076	12 10 5 1
	St. Maurice River		Mills and iron works		0
87	4.30	Pointe du Lac	A. M. 11.42	2988	
80	4.47	Yamachiche	11.27	2901	
74	4.58	Louiseville	11.15	2955	
		The route now lies across the lowlands stretch- ing between the			Re- t Ad- arriving real at 3

Short Line

HALIFAX AND MONTREAL: 756 Miles

Atlantic Division

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
0	P.M. 12.20 Leave daily except Sundays	Halifax —Population 40,000. The Capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English Mail Steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and a very important trade with Europe, the United States, the West Indies, etc., etc.	P.M. 11.20 Arrive daily except Sundays Communication by str. with West Indies, etc.	3666
9		Bedford	f 11.00	3657
14	12.52	Windsor Junc.		3652
36		Milford		3630
40	1.48	Shubenacadie At Windsor Station, The Windsor & Annapolis Railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	10.08	3626
62	3.00	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout	9.30	3604

h Saturday's train remains over at St. John, N.B., till Sunday night.
f Flag Station.

79
108
121
138
148
176

1

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys.		LEAVE	
	Trout and salmon fishing			Moose, cariboo & grouse shooting	
	P. M.				
79	3.30	Londonderry	The Acadian	8.45	3587
108	4.39	Oxford Junction	Iron Works are three miles from	7.45	3558
121	5.15	Spring Hill Junc.	<i>Londonderry</i> , a	7.20	3545
138	5.51	Amherst	branch line extending to them.	6.37	3528
148	6.13	Sackville	<i>Oxford</i> has extensive factories,	5.13	3518
179		Painsec Junction	a profitable industry being the manufacture of the celebrated Oxford cloths. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parshoro on the Minas Basin. <i>Amherst</i> (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) connecting the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.	4.58	3487
	Fishing and shooting			Minas Basin	
	P. M.				
186	7.50	Moncton —Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which are the Sugar Refinery and Cotton Factory. An interesting feature of the river is the "Bore" of the incoming tide, when		4.40	3480
	Head quarters of Intercolonial Ry.			High tide	

|| Refreshment Station

/ Flag Station

Miles

Miles from Vancouver

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30 3604

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		the water rushes in with great force in a wave many feet high.		
199	P. M. f 8.14	Salisbury	4.10	3467
209	f 8.31	Petitcodiac	3.53	3457
232	9.11	Sussex	3.12	3434
253	f 9.49	Hampton	2.32	3413
	P. M.	attractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.	P. M.	
	Pictur- esque scen'ry		Hills and heights	
275	P. M. 10.40	St. John, N.B. —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city, and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply daily during the summer months and tri-weekly in winter between St. John and Digby and Annapolis, and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.	1.50 P. M.	3391
	Leaves daily except Satur- days			
	Stately build- ings			
	Bay of Fundy		St. John River	

Through Sleeper and Buffet Cars run between Montreal and Halifax in both directions. Refreshment Stations.

Miles from Vancouver	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
		LEAVE		LEAVE	
	277	10.52	Fairville	1.30	3389
	289	v11.14	Westfield Beach	1w08	3377
3467	299	v11.32	Welsford	12w50	3367
3457	312	v11.56	Hoyt		3354
3434	319	12.15	Fredericton Junc.	12.10	3347
3413		MIDN'T	These are stations of minor importance to the tourist. At <i>Fredericton Junction</i> connections are made for the city of <i>Fredericton</i> , sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.	NOON	
	340	v12.16	Harvey	11w27	3326
	350	1.43 A.M.	McAdam Junc.	10.45	3307
		St. Andrews Sea-side Resort	At <i>McAdam Junction</i> connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast.		
3301	365	2.05	Vanceboro —The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.	A.M. 10.20	3301
	377	f2.20	Tomah	St. Croix River	
	381	f2.37	Forest		
	386	f2.46	Eaton	f9.56	3289
	391	f2.58	Danforth	f9.50	3285
	400	f3.13	Bancroft	f9.43	3280
	412	f3.36	Kingman	f9.31	3275
			The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. The villages are all new and progressive.	f9.16	3266
	421	3.55	Mattawamkeag	f8.55	3254
	428		Chester		
	442	No Stop	Seboois	8.40	3245
	457		Lake View	No Stop	3238
	463	5.20	Brownville Junc.	7.20	3224
	481	6.00	Onawa	6.38	3209
		A.M.	Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank amongst the finest in Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At <i>Wilson</i> stream the road runs close to the base of Boarstone Mountain. The two stately iron	A.M.	3203
		Lake Onawa		Good fishing and hunting	3185

f Flag Station. † Refreshment Stations.
 v Stops at Stations so marked for passengers for points west of Mattawamkeag only.
 w Stops at Stations so marked for passengers for St. John only.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Halifax
	LEAVE		LEAVE		
		bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.			633
497	A.M. 6.45	Greenville	A.M. 6.00	3169	635
507	f7.08	Moosehead	f5.37	3159	639
515	-	Askwith		3151	648
524	-	Mackamp		3142	648
530	-	Long Pond		3136	
537	8.12	Jackman	4.42	3129	
550	f8.40	Holeb	f4.15	3116	
561	9.10	Lowelltown	3.51	3105	
		Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. <i>Moosehead</i> is a small station, also upon the lake shore. Near <i>Askwith</i> station the Kennebec river leaves Moosehead lake. Trout Brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. <i>Holeb</i> , <i>Caswell</i> and <i>Lowelltown</i> are small stations near the boundary between Maine and Quebec.			650
	Moosehead Lake		St'mer from Greenville to Mount Kineo.		667
					678
					681
					686
					689
	Game and Trout				
			A.M.		
565		Boundary		3101	
581	10.05	Megantic	3.05	3085	
589		Spring Hill		3077	
595		Milan		3071	
605	11.05	Scotstown	1.59	3061	
611		Gould		3055	
619		Bury		3047	
628	11.58	Cookshire	1.04	3038	
		We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory.	A.M.		69
		Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip.			70
	Spider Lake		Lake Megan tic		71
					71
					72
					72
					73
					73

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
742		St. Constant	the Canadian Pacific Railway is crossed. <i>Caughnawaga</i> is an Indian village on the south shore of the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Highlands</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.		2920
747		Caughnawaga		2916	
749	3.58	Highlands		8.59	2914
751	4.07	Montreal Junc.		8.52	2911
758	4.20 P.M.	Montreal, Windsor Street.		8.40 P.M.	2908
	Arrives Daily except Sundays			Leaves Daily except Saturdays	
	Lach's Rapids			Wind'st. Stn	

|| Refreshment Stations.

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I.—A rescue way of Rouse's treat. This trip from N

II.—A Rutland the east York is and M

III.—rail or across I Champ

From Rd., 8.4 6.00 p.m.

From leave fr p.m. da 7.30 a.m part of of north Mts.—L Windsor daily, S

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Routes to and from Montreal.

From **New York** to **Montreal** a choice of three routes is offered.

I.—A most attractive and direct route is by rail up the picturesque Hudson River to Troy; thence via the D. & H. C. Coy. by way of Saratoga Springs, the west shore of Lake Champlain and Rouse's Point, to the historic Richelieu Valley, and finally to Montreal. New York is left at 9.10 a.m. week days, 6.25 p.m. daily, Sundays included, and Montreal reached at 9.30 p.m. and 7.30 a.m. This trip may be pleasantly varied by taking steamer in the morning from New York up the Hudson to Albany, thence by rail.

II.—An equally direct route north of Troy, N.Y., is by way of Rutland, Burlington and St. Albans, Vt., the line running between the east shore of Lake Champlain and the Green Mountains. New York is left at 7.30 a.m. week days, 6.25 p.m. daily, Sundays included, and Montreal reached at 10.15 p.m., and 7.57 the following morning.

III.—A slower but very enjoyable summer trip is via Route I, rail or steamer to Albany; thence by D. & H. Rd. to Caldwell; across Lake George to Baldwin; rail to Fort Ticonderoga; up Lake Champlain to Plattsburg, where rail is again taken to Montreal.

From **Montreal** to **New York**, trains leave by the D. & H. Rd., 8.40 a.m. and 6.10 p.m.; the Central Vermont, 8.30 a.m. and 6.00 p.m.

From **Boston** to **Montreal** through Canadian Pacific trains leave from the Lowell Depot at 9 a.m., week days only, and 8.00 p.m. daily, Sundays included, arriving at Montreal at 8.25 p.m. and 7.30 a.m., respectively. The route traverses the most interesting part of New England, past the White Mountains, the rich valleys of northern Vermont, along Lake Memphremagog and the Green Mts.—From **Montreal** to **Boston** Canadian Pacific trains leave Windsor Street Station at 9 a.m., week days only, and 8.20 p.m. daily, Sundays included.

From **Portland, Me.**, to **Montreal**. The Maine Central trains leave Portland at 8.45 a.m. and 3.30 p.m., week days only, entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's and Lunenburg, and across New Hampshire to St. Johnsbury, Vt., where they connect with the trains from Boston.—From **Montreal** to **Portland** Canadian Pacific trains leave at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through sleeping and parlor cars during summer months.

Trains from **Boston** and **Portland** cross the St. Lawrence by the magnificent steel bridge of the Canadian Pacific Railway just above Montreal, and stop at Windsor Street Station, from which Transcontinental trains depart.

From **Niagara Falls, Toronto** and **The Thousand Islands**, steamers descend the St. Lawrence River, during the summer months, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence. The traveller may, if he desires, cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route at North Bay. Niagara Falls may be reached by several railroads from Boston or New York.

Transcontinental Rail Route

Miles from Montreal

MONTREAL and VANCOUVER : 2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr	
0	P.M. 4.45 * 9.10 See side note	<p>Montreal—(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis depart from Windsor Street Station.</p>	NOON 12.40 A.M. * 8.30 ARRIVE	2906	10 12 17 20 27 32 37 44 49 57
	Daily, except Sunday		Daily, except Sunday	See side note	To New York 385; to Boston 332.
	EASTERN TIME (East of Port Arthur)		Five days and 18 hours from Vancouver	* First Class Sleeping and Tourist Cars on Atlantic Express will be transferred at Sudbury to Express from St. Paul to Boston, Portland and Montreal. Pullman Tourist Cars for east of Montreal will change cars at Sudbury.	59 65 74 79 84 90 94 100 104 109 114 118
5	4.57	<p>Montreal Junc.—This is the point of junction for trains from and to the Maritime Provinces, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple</p>	12.20	2901	

Additional trains run between Montreal, Ottawa and Upper Ottawa Valley. See current time tables.

Re

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	orchards, the world-renowned Fameuse being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.	LEAVE	
	5.11	Outremont Junc. —A rising suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.	P.M. 12.15	
10	f5.20	Sault aux Reçollets —Rapids of a branch of the Ottawa.	12.05	2896
12	5.30	St. Martin Junction —Divergence of line to Quebec.	11.58	2894
17	f5.41	Ste. Rose	f11.44	2889
20	5.50	Ste. Therese	11.38	2886
27	f6.10	Ste. Augustin	f11.21	2879
32	6.21	St. Scholastique	f11.09	2874
37	f6.33	St. Hermas	f10.57	2869
44	6.50	Lachute	10.43	2862
49	f7.01	St. Philippe West	10.27	2857
57	f7.21	Grenville	f10.11 A.M.	2849
		the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch lines diverge to ST. LIN, ST. JEROME, ST. JOVITE, LACHUTE AUX IROUOIS, STE. AGATHE, and ST. EUSTACHE.		
59	7.35	Calumet	10.08	2847
65	f7.45	Pointe au Chene	f9.56	2841
74	8.03	Montebello	9.35	2832
79	8.13	Papineauville	9.26	2827
84	f8.23	North Nation Mills	f9.15	2822
90	8.37	Thurso	9.02	2816
94	f8.44	Rockland	f8.55	2812
100	8.57	Buckingham	8.45	2806
104	f9.05	L'Ange Gardien	f8.36	2802
109	f9.18	East Templeton	f8.24	2797
114	f9.28	Gatineau	f8.16	2792
118	9.35	Hull	8.08	2788
		frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate,		

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3 Miles.

at-land and ain	Miles from Vanc'vr
ON 2.40	2906
M. 30	To New York
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|| Refreshment Stations.

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		
	Mines	mica and plumbagomines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lièvre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From Hull (pop. 10,000) a branch-line diverges, keeping north of the Ottawa through AYLMEER and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	Photo-phate mines		155 158 163 171 174 177 183 186 189 198 205 211 214 219
120	Ar 9.45 Lv 9.55 P.M.	Ottawa —Pop. 48,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on highground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, where Ferry connection is made with Ogdensburg, N. Y. and Rail Lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.	A.M. Lv 8.00 Ar 7.50	2786	
	Capital of the Dominion		Lumber making		
122		Skead's		2784	224 234 241 246 251 255
124		Britannia	f 7.40	2782	262
128		Bell's Corners		2778	270
134	f 10.33	Stittville	7.26	2772	274
144	f 10.53	Ashton	f 7.05	2763	284 297 307
		stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.			
148	Ar 11.03 Lv 11.10	Carleton Place (Junction) —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At Carleton Place are large saw-mills, railway and other workshops.	Lv 6.50 Ar 6.30	2758	

Station	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
			LEAVE		LEAVE		
		155	11.25	Almonte		6.15	2751
		158	f11.30	Snedden		f6.03	2748
		163	11.50	Pakenham		5.50	2743
		171	12.05	Arnprior		5.33	2735
		174	f12.11	Braeside		f5.24	2732
		177	12.10	Sand Point		5.17	2729
		183	f12.28	Castleford		f5.01	2723
		186	MIDN'T	Russell's			2720
		189	12.46	Renfrew		4.46	2717
		198	1.04	Haley's		f4.24	2708
		205	1.20	Cobden		4.08	2701
		211		Snake River			2695
		214	f1.39	Graham		f3.51	2692
		219	A.M.	Government Road		A.M.	2687
	2786			and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,500) are large woollen mills and other manufactories. <i>Pakenham</i> (pop. 2,200) and <i>Arnprior</i> (pop. 3,500) are also important manufacturing points. From <i>Renfrew</i> (pop. 2,000) the Atlantic & N. W. Branch runs to Eganville and it is also the junction of the Kingston & Pembroke Ry., extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. <i>Pembroke</i> (pop. 4,800) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa through a country only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur			
				Factories			
		224	2.00	Pembroke		A.M.	2682
		234	f2.19	Petewawa		f3.05	2672
		241		Thistle			2665
		246	2.50	Chalk River		2.40	2660
		251	f3.02	Wylie		f2.23	2655
	2784	255	f3.12	Bass Lake		f2.11	2651
	2782	262	f3.25	Moorlake		f1.58	2644
	2778	270	3.45	Mackey		1.30	2636
	2772	274	f3.55	Rockcliffe		f1.21	2632
	2763	284	f4.20	Bissett		f12.56	2622
		297	4.57	Deux Rivieres		12.22	2609
		307	f5.22	Klock		f11.57	2599
	2758		A.M.			P.M.	

! Refreshment Station.

f Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		
	Timber mills	wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divisional point, with an engine-house and the usual railway buildings and	Fish and game		387
318	A.M. 5.46	Mattawa	P.M. 11.32	2588	419
330	f6.10	Eau Claire	f11.08	2576	427
337	f6.26	Rutherglen	f10.53	2560	431
344	f6.42	Callander	f10.37	2562	436
348	f6.51	Nasbonsing	f10.27	2558	
358	f7.18	Thorncliffe	f10.05	2548	
	Game	point for the lumbering districts. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiscamingue and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond <i>Thorncliffe</i> is Nipissing Junction, the junction of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the Canadian Pacific Railway trains is made. (See p. 64.)	Valley of the Mattawa		443
	FIRST DAY				455
	Grand Trunk Ry.				461
					467
					478
					489
					498
					515
					532
					549
					564
					581
					599
364	7.45	North Bay —Pop. 1,800. A bright new town on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and there is a very good hotel.	9.50 P.M.	2542	
	Lake Nipissing		Ch'ngc cars for Tr'nto		
374	A.M. f8.08	Beaucage	f9.13	2532	
378	f8.18	Meadowside	f9.03	2528	
		From North Bay to <i>Heron Bay</i> , on			

|| Refreshment Station

/ Flag Station

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		Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES	East-bound Train	Miles from Vanco'r	
M. 92 08 53 37 27 05	2588 2576 2580 2562 2558 2548	387	LEAVE 8.30	Sturgeon Falls		LEAVE 8.42	2519
		390	f 8.45	Cache Bay	Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> , (pop. 1700) where the 9.20 p.m. train (Soo Express) from Montreal overtakes the 4.45 p.m. train, a branch-line leads off to ALGOMA Mills, on Lake Huron, and thence along the shore of Lake Huron and the Ste. Marie River to SAULT STE. MARIE, 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and Dakota to Moosejaw, in Assiniboia, on the Main Line of the C. P. R. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 9.10 p.m., Mondays, Wednesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Port Arthur	f 8.36	2516
		397	9.03	Warren		8.20	2509
		406	f 9.22	Verner		f 8.00	2500
		419	f 9.51	Markstay		f 7.33	2487
		427	f 10.10	Stinsons		f 7.13	2479
		431	f 10.20	Wahanapitae		f 7.03	2475
		436	A.M.	Romford		P.M.	2470
		443	A.M. 11.40	Sudbury		P.M. 6.32	2463
		455	f 12.00	Chelmsford		f 5.31	2451
		461	f 12.22	Larchwood		f 5.18	2445
467	f 12.30	Onaping	f 5.00	2439			
478	1.15	Cartier	4.35	2428			
489	f 1.42	Straight Lake	f 3.45	2417			
498	f 2.01	Pogamasing	f 3.20	2408			
515	2.40	Metagama	2.40	2391			
532	3.25	Biscotasing	1.50	2374			
549	f 4.04	Ramsay	f 1.08	2357			
564	f 4.39	Woman River	f 12.30	2342			
581	f 5.18	Ridout	f 11.46	2325			
599	f 5.50	Nemegosenda	f 11.03	2307			
	P.M.		A.M.				
9.50	2542						
9.13	2532						
9.03	2528						

|| Refreshment Station.

f Flag Station.

SIXTH DAY

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr	Miles from Montreal
	LEAVE		LEAVE		
	Copper nickel and gold	without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i>			805 880 800 912
	P.M.		Min'g		
615	6.55	Chapleau	A.M.	2291	
629	7.29	Pardee	10.22	2277	
644	8.07	Windermere	10.25	2262	
661	8.46	Dalton	10.44	2245	
675	9.23	Missanabic	10.55	2231	
685		Lochalsh	11.13	2221	
694	10.16	Otter	11.21	2212	928
710	10.50	Grassett	11.41	2196	946
727	11.42	Amyot	11.59	2179	961
747	12.35	White River	12.05	2159	970
763	1.30	Bremner	12.55	2143	979
776	2.10	Trudeau	12.10	2130	
787	2.45	Cache Lake	12.35	2119	
797	3.10	Melgund	12.05	2109	
		<i>Missanabic</i> , where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond Missanabic for sixty miles are many very heavy rock cuttings. <i>White River</i> , in addition to the engine-house and other build-	A.M.		
802	3.25	Heron Bay	12.43	2104	
811	3.50	Peninsula	12.20	2095	
821	4.30	Port Coldwell	11.50	2084	
830	5.00	Middleton	11.18	2076	993
846	5.55	Jack Fish	10.30	2060	
	A.M.	ket. From White River station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , on the northeast angle of Lake Superior, From Heron Bay for sixty miles the line is carried through and around the hold and harsh promontories of	P.M.		998
	SECOND DAY		Leaving Lake Superior		

|| Refreshment Station

/ Flag Station

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
			LEAVE A.M.	the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at intervals, where the	LEAVE P.M.	
		865	7.15	Schreiber	9.30	2041
		880	8.00	Rossport	8.25	2020
		890	f8.30	Gravel River	f7.35	2010
		912	f9.35 A.M.	Mazokama	f6.55	1994
				railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching <i>Peninsula</i> . The great sweep around Jackfish Bay is particularly fine. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rossport</i> and <i>Gravel River</i> some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nepigon Bay are charming.	Superb views	
			Lake Superior	All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Fort William</i> , and from the higher elevations delightful views of Thunder Bay are to be had.	6.15	1978
		928	10.25	Nepigon	f5.30	1960
		946	f11.13	Wolf River	f4.45	1945
		961	f11.50	Pearl River	f4.20	1936
		970	f12.10	Loon Lake	f3.55	1927
		979	f12.33 NOON	Mackenzie		
			Trout fishing		EASTERN TIME (Fort William to Montreal)	
					3.15	1913
		993	1.13	Port Arthur —Pop. 3,000. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.		
		998	1.30 P.M.	Fort William —Pop. 3,000. A short distance from the mouth of the Kaminstiquia river, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic.	2.55 P.M.	1908
			Arrives daily, except Tuesday.	The fine steel lake steamships of the Canadian Pacific line ply between here and Owen Sound (see page 62). FORT WILLIAM is the western terminus of the Eastern div. of the C. P. R. and of their Lake Steamship Line.	Leaves daily, except Friday.	

f Flag Station.

FORT WILLIAM and DONALD: 1,450 Miles
(Western Division)

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
998	<p>LEAVE 13.00</p> <p>This train stops 30 min. at Fort William</p> <p>Daily, except Tuesday</p> <p>Silver Mines</p> <p>CENTRAL TIME (Fort William to Brandon)</p> <p>The Harbor</p>	<p>Fort William - From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, it has become a favorite resort for tourists, and is rapidly becoming an important commercial centre. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. There are several hotels here - one of them a very handsome structure. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world over-shadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time. The Pt. Arthur, Duluth & Western Ry. running to the Iron</p>	<p>13.25 P.M. ARRIVE</p> <p>Train stops 30 min.</p> <p>Civic wealth</p> <p>Daily, except Friday.</p> <p>FIFTH DAY</p> <p>Thunder Bay</p>	<p>1908</p> <p>1146</p> <p>1155</p> <p>1163</p> <p>1174</p> <p>1184</p> <p>1196</p> <p>1204</p> <p>1216</p> <p>1226</p> <p>1236</p> <p>1244</p> <p>1250</p> <p>1259</p> <p>1267</p> <p>1278</p> <p>1283</p> <p>1291</p> <p>1293</p> <p>1295</p> <p>1303</p> <p>1310</p> <p>1314</p> <p>1322</p> <p>1333</p> <p>1343</p> <p>1353</p> <p>1363</p> <p>1369</p> <p>1379</p> <p>1388</p> <p>1395</p> <p>1403</p> <p>1409</p> <p>1416</p>
1011	13.45	Murillo	12.45	1895
1016	f14.00	Kakabeka	f12.30	1890
1022	14.15	Kaministiquia	12.13	1884
1031	f14.40	Finmark	f11.50	1875
1038	15.03	Buda	11.30	1868
1049	f15.30	Nordland	f11.03	1857
1053	15.40	Dexter	10.53	1853
1059	f15.55	Linkoping	f10.37	1847
1070	16.22	Savanne	10.10	1836
1080	f16.47	Upsala	f9.43	1826
1088	f17.05	Carlstad	f9.24	1818
1096	f17.25	Niblock	9.04	1808
1110	18.05	English River	8.26	1796
1118	f18.28	Martin	f8.06	1788
1128	18.56	Bonheur	7.39	1778
1130	f19.28	Falcon	f7.12	1767

|| Refreshment Station.

f Flag Station.

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.

Miles from Montreal

Higher than Niagara

1146
1155
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Miles

25 M. IVE ain ops lin. vic alth Daily, FTH AY un- ter Bay 2.45 1895 2.30 1890 2.13 1884 11.50 1875 11.30 1868 11.03 1857 10.53 1853 10.37 1847 10.10 1836 9.43 1826 9.24 1818 9.04 1808 8.26 1796 7.30 1788 7.30 1778 7.12 1767 ation. ons. By this midnight are

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vanco'r
	LEAVE		LEAVE	
	Higher than Niagara	where the Kaministiquia leaps from a height exceeding that of Niagara. The railway follows up this river to <i>Kaministiquia</i> , and then ascends the <i>Mattawan</i> and <i>Wabigoon</i> rivers; and there is excellent trout fishing near all the stations as far as <i>Finnmark</i> . <i>Wolsley</i> led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; <i>Ignace</i> is a divisional point, but otherwise is of little consequence as yet. At <i>Eagle River</i> , two beautiful falls are seen, one above and the other below the railway. From here, to and beyond <i>Rat Portage</i> , the country is excessively broken and the railway passes through numerous rocky uplifts.		
1146	P. M. 19.55	Ignace	A. M. 6.55	1760
1155	f20.15	Butler	f6.15	1751
1163	f20.37	Raleigh	f5.50	1743
1174	21.03	Tache	5.23	1732
1184	21.27	Brule	4.57	1722
1196	21.55	Wabigoon	4.25	1710
1204	22.15	Barclay	4.05	1702
1216	22.51	Oxdrift	f3.33	1690
1228	23.15	Eagle River	3.08	1680
1236	23.45	Vermillion Bay	2.41	1670
1244	f24.10	Gilbert	f2.20	1662
1250	24.30	Parrywood	2.03	1656
1259	f24.57	Summit	f1.40	1647
1267	1.20	Hawk Lake	1.20	1639
1278	f1.47	Beaver	f24.50	1628
1283	2.00	Rossland	24.35	1623
	A. M.	The scenery is of the wildest description and deep rockbound lakes are always in sight. <i>Rat Portage</i> (pop. 2,000) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product of which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers, <i>Rat Portage</i> being known as "the Saratoga of the West." Its waters break through a narrow rocky rim at <i>Rat Portage</i> and <i>Keewatin</i> , and fall into the <i>Winnipeg River</i> . The cascades are most picturesque; they have been utilized for		
	The Lake of the Woods		Rat Portage	
	A. M.		MIDN'T	
1291	2.30	Rat Portage	24.15	1615
1293	2.40	Norman	23.55	1613
1295	2.45	Keewatin	23.50	1611
1303	f3.05	Ostersund	f23.30	1603
1310	f3.25	Deception	f23.00	1596
1314	3.30	Kalmar	22.55	1592
1322	f4.00	Ingolf	f22.32	1584
1333	4.25	Telford	22.05	1573
1343	4.50	Rennie	21.40	1563
1353	f5.15	Darwin	f21.15	1553
1363	5.40	Whitemouth	20.50	1543
1369	f5.55	Shelly	f20.35	1537
1379	6.15	Molson	20.13	1527
1388	6.35	Beausejour	19.52	1518
1395	6.50	Tyndall	19.37	1511
1403	7.10	Selkirk	19.18	1503
1409	f7.23	Gonor	f19.00	1497
1416	7.38	Bird's Hill	18.43	1490

|| Refreshment Station

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		
	Daily, except Wednesday	waterpower for a number of large saw-mills at both places. At <i>Keewatin</i> (pop. 1,400) is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. At <i>Whitemouth</i> , saw-mills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached.	Daily, except Thursday		
1424	Ar 8.00 Lv 10.30	Winnipeg —Alt. 700 ft. Pop. 32,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are here, as also is the chief land office of the Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. The Land Offices of the C. P. R. Company are in the Depot, and settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the Road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the	Lv 18.20 Ar 16.45	1482	1431 1439 1446 1453 1459 1464 1473
	Daily		Daily		
	Daily				1480
	C. P. R. Land Offices		Visit C. P. R. Land Offices		1486 1502 1509 1517 1522 1530 1538 1546 1551
	THIRD DAY				
	Railway connections				

Additional train leaves Winnipeg 18.15 o'clock daily, except Sunday, arrive Brandon 23.45. Returning, leave Brandon 7.00, arrive Winnipeg 12.00.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE WINNIPEG A.M. 10.30	latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to SOURIS and NAPINKA in Southern Manitoba, 150 and 221 miles distant respectively. and there connect with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of SELKIRK and the other to STONY MOUNTAIN and STONEWALL . The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles northwest,	ARRIVE AT WINNIPEG 16.45	
1431	10.55	Bergen but is not operated. Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to	16.25	1475
1439	11.20	Rosser	16.05	1467
1446	11.40	Meadows	15.47	1460
1453	11.55	Marquette	15.30	1452
1459	12.13	Reaburn	15.15	1447
1464	12.25	Poplar Point	15.03	1442
1473	12.47	High Bluff Portage la Prairie. A belt of almost unoccupied land surrounds Winnipeg as far as <i>Poplar Point</i> , due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles.	14.45	1433
			FOURTH DAY	
1480	LEAVE 13.05	Portage la Prairie —Alt. 800 ft. Pop. 4,200. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, paper-mill, biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 223 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.	LEAVE 14.25	1426
	M. & N W. rail way		M. & N. W. Ry.	
1486	13.25	Burnside Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at	13.50	1420
1502	14.08	McGregor	13.35	1404
1509	14.25	Austin	13.20	1397
1517	14.50	Sidney	13.01	1389
1522	15.02	Melbourne	12.50	1384
1530	15.20	Carberry	12.33	1376
1538	15.37	Sewell	12.13	1368
1546	15.52	Douglas	11.57	1360
1551	16.05	Chater nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway	11.45	1355
			CENTRAL TIME (Brandon to Port Arthur)	

Miles from Vancouver
Daily

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	Vancouver
	LEAVE		LEAVE			
	The Assiniboine	rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 700), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From <i>Chater</i> , the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is now open to <i>Hamiota</i> , a distance of 51 miles. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is reached.			1688	2
1557	Ar 16.15 Lv 15.30	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only twelve years old, has well-made streets and many substantial buildings. The Pipestone Branch line is now open to Reston about 63 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the newly opened Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Mountain"—one hour slower. Beyond Brandon	Lv 11.30 Ar 10.15	1349	1696 1704 1711 1719 1728 1738	f 2 f 2 2 2
	MOUNTAIN TIME (Brandon to Donald)		A great wheat market			
1565	15.55	Kemnay	9.53	1341		
1573	16.15	Alexander	9.33	1333	1748	2
1581	16.38	Griswold	9.08	1325		
1589	16.57	Oak Lake	8.50	1317		
1597	f 17.17	Routledge	f 8.28	1309		
1604	17.35	Virden	8.10	1302		
1612	17.59	Hargrave	7.48	1294		
1621	18.40	Elkhorn	7.25	1285		
1635	19.24	Fleming	6.32	1271		
1643	19.50	Moosomin	6.11	1263		
1650	f 20.10	Red Jacket	f 5.52	1256		
1659	20.32	Wapella	5.30	1247	1756	
1667	f 20.52	Burrows	f 5.10	1239	1765	
1673	21.08	Whitewood	4.55	1233	1772	
1680	f 21.25	Perceval	f 4.37	1226		
	Moose M't'n	lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by	Approaching Manitoba			

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.	LEAVE	
		1688	21.55	Broadview —Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	4.15	1218
		1696	f22.17	Oakshela	3.40	1210
		1704	22.37	Grenfell	3.20	1202
		1711	f22.56	Summerberry	f2.59	1195
		1719	23.16	Wolseley	2.40	1187
		1728	23.38	Sintaluta	2.15	1178
		1738	24.05	Indian Head	1.48	1168
			Large Wheat Farms	markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Government farm is situated on the north side of the railway, and on the opposite side extensive views over the Canadian Alliance farm and the Sunbeam farm, these being portions of Lord Brassey's colony, are obtained. The celebrated Bell farm lies on the north side of the railway, and commences soon after leaving Indian Head station. The town of Indian Head is making rapid growth consequent upon the successful farming of the district around it.	Large Wheat Farms	
		1748	24.33	Qu'Appelle —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	1.23	1158
			Fort Qu'Appelle	For eight miles beyond Qu'Appelle station the country is somewhat wooded.	Qu'Appelle Valley	
		1756	1.00	McLean	1.00	1150
		1765	1.23	Balgonie	24.31	1141
		1772	f1.42	Pilot Butte	f24.10	1134
				At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change		

‡ Refreshment Station.

^ Flag Station

Approaching Manitoba

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'	Miles from Montreal
	LEAVE The Regina plain	in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station is the first or more easterly farm of the Canadian Agricultural Company; a farm chiefly devoted to grain growing, and which produced 40,000 bushels in 1891. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.	LEAVE The Regina plain		
1781	2.05 Capital of N. W. Terr's	Regina —Alt. 1,875 ft. Pop. 2,200. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon, and continues up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This line opens up a new and fertile territory, known as the park country, and although only opened last season, already large numbers of settlers are flocking in. The Executive Council of the Northwest Territories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these districts. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are station-	MIDN'T 23.49 Capital of N. W. Terr's	1125	1830 1839 1846 1857 1867 1876 1885 1896 1905 1913 1921 1929
	M't'd Police	ed at intervals over the Northwest, to look after the Indians and preserve order generally.			
1791	f2.31	Grand Coulee	f23.23	1115	
1798	2.52	Pense	23.05	1108	
1806	3.15	Belle Plaine	f22.45	1100	
1814	3.41	Pasqua	22.20	1092	
		From Pasqua a branch line extends south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.			1935
1822	4.30	Moosejaw —Alt. 1,725 ft. Pop. 600. A	22.00	1084	

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
LEAVE			LEAVE		LEAVE		
The Regina plain				<p>railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."</p>			
IDN'T		1830	f4.47	Boharm		f21.10	1076
		1839	5.05	Caron	From Moosejaw, the line steadily rises on the eastern slope of the	20.50	1067
23.49	1125	1846	f5.25	Mortlach	coteau and winds through an irregular depression to the basin of the Old Wives' lakes—extensive bodies of water having no outlet and consequently alkaline. The northernmost of these	f20.28	1060
		1857	5.55	Parkbeg		20.05	1049
Capital of N. W. Terr's		1867	f6.30	Secretan		f19.28	1039
		1876	6.52	Chaplin		19.05	1030
		1885	f7.20	Ernfold		f18.40	1021
		1896	f7.45	Morse		f18.10	1010
		1905	f8.07	Herbert		f17.45	1001
		1913	8.30	Rush Lake		17.20	993
		1921	8.52	Waldeck		17.00	985
		1929	f9.15	Aikins		f16.40	977
				<p>lakes is reached at <i>Chaplin</i>. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be frequently seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is <i>Rush Lake</i>, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is the second of the Canadian Agricultural Company's farms. There are a number of these in various districts aggregating about 105,000 acres. The Company have imported a number of thoroughbred stock. Each of them contains an area of about 10,000 acres, and it is the intention ultimately to have 4,000 acres under cultivation at each point.</p>	The Buffalo plains	Wild fowl	Canadian Agr'cl Co's Farms
f23.23	1115						
f23.05	1108						
f22.45	1100						
f22.20	1092						
		1835	9.45	Swift Current —Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity. At <i>Swift Current</i> is the principal sheep farm of the Canadian Agricultural Company, from which during each year a large crop of wool is shipped. The well appointed farm		16.25	971
			FOURTH DAY				
22.00	1084						

ing Station

Refreshment Station

Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v'r	Miles from Montreal
	LEAVE		buildings, including a large Creamery, can be seen on the hills immediately south of the station. Close to them the Government have erected a Metereological Observing Station.	LEAVE		
1944	f10.05	Leven	<p>From here to Medicine Hat, on the South Saskatchewan River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west, until they reach an altitude of 3,800 ft., and in many places are covered with valuable timber. At <i>Crane Lake</i> is another farm of the Canadian Agricultural Company. This farm is entirely applied to stock raising and is the headquarters of the cattle outfit. There is another farm at <i>Gull Lake</i> and at <i>Kincorth</i>. The Railway Company have an experimental farm at <i>Forres</i>. The satisfactory results obtained from working this and similar farms established by the Company at various points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailling supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising.</p>	f15.47	962	
1953	10.25	Goose Lake		15.23	953	
1963	f10.52	Antelope		f14.50	943	
1970	11.13	Gull Lake		14.35	937	
1979	f11.33	Carmichael		f14 10	927	
1989	f11.56	Sidewood		f13.40	916	
2000	12.20	Crane Lake		13.12	906	
2010	12.45	Colley		12.45	896	
2021	13.12	Maple Creek		12.20	885	
2030	f13.35 P.M.	Kincorth		f11.55 NOON	876	
			THIRD DAY			2084
	Stock Raisi'g					2092
				Stock Rais'rs profits		2099
						2111
						2119
						2128
						2137
						2148
						2157
	P. M.			A. M.		2165
2040	14.00	Forres	Lakes and ponds, some fresh, some alkaline, occur at intervals to <i>Maple Creek</i> . At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in	11.33	866	2174
2052	14.33	Walsh		11.05	854	2182
2062	15.00	Irvine		10.42	844	2190
2077	15.37	Dunmore		10.10	829	2201

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver		
LEAVE			LEAVE			LEAVE			
15.47	902			<p>the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From <i>Forres to Dunmore</i>, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At <i>Dunmore</i>, the Canadian Agricultural Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. At <i>Dunmore</i> a branch line leads off westerly 110 miles to LETHBRIDGE, the chief source of the present coal supply for the country east to and beyond Winnipeg. Lethbridge is an important town near the centre of the McLeod ranching district, and a railway has recently been built south to the international boundary line and thence on to Great Falls, Mont. From <i>Dunmore</i> the Canadian Pacific Railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at <i>Medicine Hat</i>.</p>					
15.23	953								
14.59	943								
14.35	937								
14 10	927								
13.40	916								
13.12	906								
12.45	896	Br'nch Line to Lethbridge and Fort MacLeod	Coal Mines						
12.20	885								
11.55	876								
THIRD DAY									
				2084	16.30	Medicine Hat —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 1000. A railway divisional point, with repair shops, etc. The town is already an important one, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. The train stops 30 minutes.	9.45	822	
						Coal			
						P. M.		A. M.	
				2092	16.55	Stair	Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains.	8.57	814
				2099	f17.20	Bowell	At <i>Stair</i> the Railway crosses the first of the Canadian Agricultural Company's farms west of the Saskatchewan. There is a strong upgrade to <i>Bowell</i> ,	f8.40	817
				2111	f17.48	Suffield		f8.12	795
		2119	18.00	Langevin		7.52	787		
		2128	f18.30	Kininvie		f7.32	788		
		2137	18.54	Tilley		7.12	769		
		2148	f19.18	Bantry		f6.50	758		
		2157	f19.43	Cassils		f6.27	749		
		2165	f20.02	Southesk		f6.10	741		
	806	2174	20.25	Lathom		5.50	732		
	854	2182	f20.45	Bassano		f5.32	724		
	844	2190	21.10	Crowfoot		5.13	716		
	820	2201	f21.38	Cluny		f4.48	705		
					then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy				

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		
		ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is			2273
			A. M.		2287
2209	22.10	Gleichen	4.30	697	2290
2218	f22.45	Namaka	f3.52	688	2297
2225	22.50	Strathmore	3.43	681	2306
2233	f23.20	Cheadle	f3.25	673	
2244	23.55	Langdon	3.02	662	
2254	f24.22	Shepard	f2.39	652	
	MIDN'T	pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Agricultural Company. The Company has a large herd of grade and pedigree Hereford cattle and some heavy brood mares, besides other stock. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.	Nat'l Gas		
	First sight of the Rockies		Last glimpse of the Rockies		
					2318
2264	1.05	Calgary —Alt. 3,388 ft. Pop. 5,000. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been created a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a Branch Line is now running north to Edmonton on the Saskatchewan and south to Macleod, thus throwing open a new and vast country which is already attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	2.15	642	2326
	Calgary's advantages		Importance of Calgary		

f Flag Station.

		Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
AVE			LEAVE A. M.			LEAVE	
		2273	1.40	Keith —Alt. 3,525 ft.	By the time <i>Cochrane</i> is reached, the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches	1.40	633
		2287	2.17	Cochrane —Alt. 3,700 feet		1.07	619
M.				Mitford	are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving <i>Cochrane</i> , and crossing the <i>Bow</i> , the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lo! "through an opening in the mist, "made rosy with early sunlight, we "see, far away up in the sky, its delicate pearly tip clear against the blue, "a single snow peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary "peak that seems on its way to "heaven; but, as we look, gauzy mist "passes over, and it has vanished." <i>(Lady Macdonald.)</i>	f1.00	616
30	697	2290	f2 25	Radnor —Alt. 3,800 ft.		24 40	609
52	688	2297	2.45	Morley —Alt. 4,000 ft.		24.20	600
43	681	2306	3.08				
25	673						
02	662						
39	652						
ral as							
ast nps' the ck- ss							
				The ranch's of the foot-hills			
		2318	3.40	Kananaskis —Alt. 4,100 ft.	Approaching Kananaskis the mountains suddenly appear close at hand	23.50	588
		2326	f4.00	The Gap —Alt. 4,200 ft.	and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the <i>Bow</i> , and the roar of the great falls of the <i>Bow</i> (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the <i>Bow</i> River issues from the hills. Beyond it the track turns	f23.32	580
.15	642			Kananaskis Falls			
mpor- nce of Cal- ary				En- trance to the Rock- ies			

/ Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	<p>northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mount, and in approaching the station called <i>The Gap</i>, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.</p>	LEAVE		
	The Three Sisters		Exit from the mountains thro' Bow River Gap		2330 2341
	Geology of the mountains		Peculiarities of mountain scenery		
	Grandeur and beauty				
2331	4.25 Observation Car	<p>Canmore—Alt. 4,230 feet. Pop. 200. Railway divisional point. Here an Observation Car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. From the station a striking profile of the Three Sisters is obtained,</p>		23.20 575	2346
			The Three Sisters		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Van'v'r
	LEAVE		LEAVE	
	Canmore	with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.		
2330	f 4.47	Duthill —Alt. 4,275 ft. ' Here the pass	f 22 51	507
2341	4.50	Anthracite —Alt. 4,350 ft. " we are travel- " ling through " has narrowed " suddenly to four miles, and as mists " float upwards and away, we see " great masses of scarred rock rising " on each side—ranges towering one " above the other. Very striking and " magnificent grows the prospect as " we penetrate into the mountains at " last, each curve of the line bringing " fresh vistas of endless peaks rolling " away before and around us, all " tinted rose, blush-pink and silver, " as the sun lights their snowy tips. " Every turn becomes a fresh mystery " for some huge mountain seems to " stand right across our way, barring " it for miles, with a stern face " frowning down upon us; and yet a " few minutes later we find the giant " has been encircled and conquered, " and soon lies far away in another " direction." (<i>Lady Macdonald.</i>) The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output supplying the country from the coast as far east as Winnipeg.	22.43	565
	Be'uty of the pass		Be'uty of scen'ry along the Bow	
	Anthracite coal		Anthracite coal	
3.20	575	2346	5.20 A.M.	560
	Rocky M'tain Park	Banff —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and	22.30 10.30 p.m.	
			Rocky M'tain Park	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	
	LEAVE	<p>several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made.—The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.—The village of Banff (several small towns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open during the summer months and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary size occur in Devil's-head lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been</p>	LEAVE			
	Cascade M'tain		Devil's Lake			2352
	Names of mountains seen at Banff station		Names of mountains visible from the station			2363 2370
	Banff Hotel		Banff village			
	C.P.R. hotel		C.P. R. hotel			
	Banff Hot Springs		Banff Hot Springs			

East-bound Train	Miles from Vanc'y r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y r
LEAVE			LEAVE	improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	LEAVE	
		2352	f 5.37	Cascade —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	f 22.10	554
		2363	6.06	Castle Mountain —Alt. 4,570 ft. <i>Castle Mountain station is at the base of the great</i>	21.46	543
		2370	f 6.27	Eldon —Alt. 4,720 ft. <i>peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at Laggan. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before Eldon is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermil-</i>	f 21.28	536
			Pilot and Castle Mts.		Enter- ing Rocky Mt. Park	
			Saw- back & Bow ranges		Saw- back range	
			Vermillion pass		Pilot and Copper Mts.	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		
	Mount Lefroy	lion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Mt. Lefroy		
2380	6.55	Laggan —Alt. 4,930 ft. At <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. <i>Laggan</i> is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes. Lake Louise, which is the first, is about three miles from the station by the carriage drive, but there is a shorter bridle path across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes. A very pleasant day may be had by leaving Banff in the morning, seeing the Lakes, and returning the same evening.	21.05	528	
	The first glacier		Descent of the Atlantic Slope		2387
	Lakes in the Clouds		Lakes in the Clouds		2404
2387	f 7.20	Stephen —Alt. 5,296 feet.	f 20.45	519	2410
2389	7.35	Hector —Alt. 5,190 ft. The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Railway Co. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the	20.35	517	
			Summit of the Rockies		

East-bound Train	Miles from Vanc'vr	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'vr
LEAVE			LEAVE		LEAVE	
			Summit of the Rockies	<p>mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.</p>		
Mt. Lefroy			Sublime scenery		In front of Mt. Stephen	
21.05	526		Mt. Stephen and its glaciers			
			FIVE DAY			
Descent of the Atlantic Slope		2397	Ar 8 20 Lv 9 00	<p>Field—Alt. 4,050 ft. At <i>Field</i> is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake is one of the most pleasing places for tourists to spend a day.</p>	19.50 Leave 19.20 Arrive	500
Lakes in the Clouds			Breakfast at the Mt. Stephen House	Supper at the Mt. Stephen House		
		2404	f 9.30	<p>Otter Tail—Alt. 3,700 ft.</p>	f 18.48	502
f 20.45	519	2410	f 9.55	<p>Leancholl—Alt. 3,570 ft.</p>	f 18.27	496
20.35	517			<p>Two miles beyond <i>Field</i>, very lofty, glacier bearing heights are seen at the north. The line rises from the flats of the <i>Wapta</i> (or <i>Kicking Horse</i>), and after crossing a high bridge over the <i>Otter-tail</i> river (whence one of the finest views is obtained), descends again to the <i>Wapta</i>, whose narrow valley divides the <i>Otter-tail</i> and <i>Van Horne</i> ranges. The line, which has gradually curved towards the south since crossing the summit at <i>Stephen</i>, runs due south from here to <i>Leancholl</i>, where the <i>Beaverfoot</i> River</p>		
Summit of the Rockies					Van Horne Range	

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver	Miles from Montreal
	West'n slope of the Kicking Horse Pass	comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaver-foot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.	Beaverfoot and Otter-tail Mts.		
2418	10.25	Palliser —Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet within an easy stone's throw all to wall. Down this vast chasm the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	18.00	488	2448
	Lower canyon of the Wapta		Lower canyon of the Wapta		
2431	11.20	Golden —Alt. 2,550 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Mondays) up the Columbia to the lakes at	17.05	475	
2437	11.43	Moberly —Alt. 2,540 feet.	16.48	469	2448 2450
	The Columbia and the Selkirks		At the foot of the Rockies		
	Golden		Agriculture, sport and mines in the Kootenay Valley		

East bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
Beaverfoot and Otter-tail Mts.	488		Navigation of the Upper Columbia	<p>the head of the river, 100 miles distant, and this is the point of departure for the famous East Kootenay mining district. About Golden, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.</p>	MOUNTAIN TIME (Donald to Brandon)	
18.00		Moberly	ARRIVE DAILY 12.15			LEAVE DAILY 16.25
Lower canyon of the Wapta		2448		Donald —Terminus of Western Division.		

DONALD AND VANCOUVER: 458 Miles
Pacific Division

East bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
17.05	475		LEAVE DAILY 11.30	<p> Donald—Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.—Leaving Donald the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i>, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.</p>	ARRIVE DAILY 15.15	458
f16.48	460	2448	2459		Beaver Mouth —Alt. 2,500 ft.	14.40
At the foot of the Rockies			PACIFIC TIME (Donald to the Coast)		Second crossing of the Columbia	
Agri-culture, sport and mines in the Kootenay Valley						

|| Refreshment Station.

/ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
2465	LEAVE 7/12.25	Six-Mile Creek — Alt. 2,900 ft.	A little way up the Beaver the line crosses to the right bank where, notched into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy	LEAVE 7/14.20	441	
2474	7/13.10	Bear Creek —Alt. 3,500 ft.			7/13.50	432
	Beav'r Valley			Beav'r-mouth		
	Big trees			Descent of the Beav'r Valley		
	Superb view of the Selkirks			Superb views westward		
	The Surprise.					2479
	Hermit Mount			Beaver Valley		
	Stony Creek bridge			Stony Creek bridge		

East-bound Train	Miles from Vanc'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r	
LEAVE			LEAVE		LEAVE		
f14.20	441			<p>rill, flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.</p> <p>Roger's Pass—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can</p>			
f13.50	432		The snow-sheds		The snow-sheds		
Beav'r-mouth			Bear Creek		Descent thro' Bear Creek gorge		
Descent of the Beav'r Valley			Mount Macdonald		Exit from Rogers Pass		
Superb views westward			The Hermit				
Beaver Valley		2479	13.30			13.30	427
Stony Creek bridge			Peaks and glaciers in Rogers Pass			Mts. Macdonald and Hermit	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.	LEAVE		
2481	Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	425	
	Source of the Illicilliwaet		The summit of the Selkirks		
	The Great Glacier		Over-looking the gorge of the Illicilliwaet		
2483	Arrive 13.55	Glacier House —Alt. 4,122 ft. Station and hotel within fifteen minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view.	SECOND DAY		
	Dinner		Leave 13.10	423	
	Leave 14.25		Dinner		
	Sir Donald		Arrive 12.40		
			Sir Donald and other peaks		
					2490
					2490

‡ Refreshment Station

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	<p>Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company have recently built an annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of Big-horn sheep and the mountain goat, the latter being seldom found southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least.</p> <p>Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snowshed, the summit range, near Roger's Pass, is yet visible, with Sir Donald overlooking all.</p>	LEAVE	
.....	425		Names of the peaks		The great glacier of the Selkirk	
The summit of the Selkirk			The Great Glacier	Game	Game	
Overlooking the gorge of the Illicilliwaet			Game			
SECOND DAY						
Leave 3.10	423		The Loop		Climbing the Loops	
Arrive 2.40						
Sir Donald and other peaks						
		2490	f 14.50	Ross Peak —Alt. 3,000 feet.	f 12.15	416
		2499	15.20	Illicilliwaet —Alt. 3,593 feet.	NOON 11.45	407

f Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE		LEAVE		
	Silver mines	is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At <i>Illicillwaet</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	Game, lumber and silver mines		
2505	15.45	Albert Canyon —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	11.20	401	
	Canyons of the Illicillwaet		Gorge of the Illicillwaet		
	Train stops		Train stops		
2515	16.20	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.	10.45	391	
	Base of the Selkirks		Entering the Selkirks		2536
	Observation Car detached here		Observation Car		2544
					2555
2527	17.10 P.M.	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft. It is navigable southward to the International boundary, 200 miles distant, and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportuni-	10.10 A.M.	379	
	The Columbia				

Station Name and Number	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
AVE		LEAVE	ties for sport are unlimited. A delightful side-trip on the river can be enjoyed by taking the Steamer from here down the Columbia River and Arrow Lakes to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia & Kootenay Branch runs to Nelson, where another steamer can be taken for a visit to the numerous gold, silver and copper mines on the Kootenay Lake, or to enjoy the magnificent lake and mountain scenery which this locality affords. From Robson a steamer also runs to Northport on the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the Kootenay mining country, and Kootenay lake and valley are most readily reached from here. A rail line from Revelstoke to Arrow Lake Station, at the head of the Upper Arrow Lake, is about completed, and another from Nakusp, at the foot of the Upper Arrow Lake, to Carpenter's Forks, near New Denver, the centre of the Kootenay Mining Regions, is also nearing completion. It is the intention that the lake portion of this new route between Arrow Lake Station and Nakusp be taken care of by a first-class steamship service.	LEAVE	
		Side-trip			Side-trip on the Columbia
		Gold range			
1.20	401				
0.45	391				
2536	f17.45		Cianwilliam — Alt. 1,000 ft. Griffin Lake — Alt. 1,000 ft. Craigellachie — Alt. 1,450 ft.	f9.30 9.05 f8.30	370 362 351
		In the Eagle Pass	The Gold range is at once entered by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofly mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar,	The ascent of the Eagle Pass	
				Lovely Lakes	
				Base of the gold range	
0.10	379				

f Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.	LEAVE		
2571	19.20	Sicamous Junc. — On the great Alt. 1,300 ft. Shuswap lakes, the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line:— "The Eagle River leads us down to "the Great Shuswap Lake, so named "from the Indian tribe that lived on "its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among "the mountain ridges, and consequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "beach of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the Spallumsheen mining district and other regions up the river around Okanagan Lake, where there is a large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the new, staunch, and elegantly-appointed steamer "Aberdeen" plies to Kalowna and to Penticton, at the foot of the lake. Vernon is a charming spot, and the whole country is a veritable earthly paradise. Near Kalowna, on the lake shore, thirty-five miles from Vernon, the Governor-General of Canada has the largest fruit farm in the Dominion, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. The scenery here resembles the winsome Loch Lomond in Scotland, and is a land of vineyards and orchards, as well as	7.44	335	
2590	20.20	Salmon Arm	6.44	316	
2597	20.42	Tappen Siding	6.22	309	
	Game and fish		Great Shuswap Lake and its sports		2007 2022 2038
	The Shuswap lakes		View from Notch Hill		
	Sicamous and Okanagan				2055

† Flag Station.

Station	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	a Mecca for keen sportsman, for there is an abundance and variety of large and small game. Resuming the transcontinental trip, a writer says: "For 50 miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes, gives a fine reminder of Scottish scenery. The railway in getting around it, leads at different, and many, times towards every one of the thirty two points of the compass. Leaving the Salmon arm of the lake rather than go a circuitous course around the mountains to reach the South-western arm, the line strikes through the forest over the top of the intervening ridge [<i>Notch Hill</i>]. We come out at some 600 feet elevation above this arm, and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."	LEAVE	
7.44	335		Shuswap & Okanagan Ry.		Little Shuswap Lake	
8.44	316					
9.22	309					
			P. M.		A. M.	
		2007	/21.12	Notch Hill —Alt. 1,708 ft.	f 5.55	209
		2022	22.02	Shuswap	5.00	284
		2038	/22.42	Ducks	f 4.20	208
			Ranches of the Thompson Valley		Farms and cattle herds	
			Old-time settlements		Old-time settlements	
		2055	23.35	Kamloops —Alt. 1,500 feet. Pop. 2,000. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains	3.35	251

f Flag Station

|| Refreshment Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE The North Thompson	200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning river confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the Okanagan and Nicola valleys, reached by stage lines.	LEAVE For the Thompson		2728 2734 2740
	Industries of the region		The 'bunch grass' country		
2670	MIDN'T f24.30	Cherry Creek. —Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savonas</i> the lake ends, the mountains draw near	f2.32	236	
2680	1.05	Savonas and the series of	1.57	226	
2687	1.30	Pennys Thompson river canyons is entered, leading westward to the Fraser through marvellous scenery. Quick-silver mines of great value have been discovered in this locality. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and transferred to the Company in 1886. <i>Pennys</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight waggons drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which	1.30	219	
2702	2.25	Ashcroft —Alt. 1,075 ft.	MIDN'T 24.35	204	
2709		Basque Rancho		187	
2716	f3.13	Spatsum	f23.47	190	
	Cariboo district		Ashcroft and the Cariboo trade		

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	
LEAVE			LEAVE	cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <i>Spence's Bridge</i> the old waggon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i> , Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At <i>Lytton</i> , a small trading	LEAVE		
of the hom' son		2728	3.53		Spence's Bridge	23.07	178
		2734	f4.15		Drynoch —Alt. 700 ft.	f22.45	172
		2740	f4.41		Thompson Siding	f22.19	166
The lunch pass 'n try			Breakfast on Dining Car				
			The Nicola River		The Nicola River		
2.32	236						
			Grotesque forms of rocks		Fantastic canyon scenery		
1.57	226						
1.30	219						
1.35	204						
1.37	187		Thompson canyon		Ascending the Thompson River		
	196						
sh. oft the liboo ade		2750	5.13	Lytton —Alt. 675 ft.	21.47	156	

Miles from Montreal	West-bound Train	STATIONS--DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
2757	LEAVE f5.40	Cisco	town where ranchmen and Indians appear in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Cisco</i> , where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming little hotel makes	LEAVE f21.20	149	
2766	6.17			Keepers	20.43	140
	Observation Car attached (May 1 to Oct. 15)					
	The cantilever bridge			Upper valley and crossing of the Fraser		2803 2817
	The Cariboo road					
	Indians and Chinamen.			Salm'n and gold dust		
	Breakfast			Supper		
2777	7.30	North Bend —Alt. 425 ft.	North Bend (a divisional point)	20.00	129	2824 2835
2792	f 8.15	Spuzzum	a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in	f 18.45	114	
	SIXTH DAY			Entrance to the Fraser canyon		2844 2853

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
149		LEAVE		LEAVE	
140		The great canyon	close succession. At <i>Spuzzum</i> the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	Cariboo wagon road	
	2803	8.47	Yale —Alt. 200 ft. <i>Yale</i> (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.	18.12	103
	2817	9.17	Hope —Alt. 200 ft.	17.42	89
		Hope Peak		Hope and Yale	
		End of the canyons		Approaching the Cascade Mountains	
				Dining Car	
	2824	f 9.37	Ruby Creek <i>Ruby Creek</i> is named from the garnets found in the vicinity.	f 17.22	82
	2835	9.57	Agassiz <i>Agassiz</i> , overlooked by Mt. Cheam, is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few	17.00	71
		A. M.		Harrison Springs	
		Harrison Springs			
	2844	10.17	Harrison	16.40	62
	2853	f 10.38	Nicomén	f 16.18	53

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal
	LEAVE	miles beyond <i>Nicomén</i> , Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level.		LEAVE		
2863	11.09	Mission Junc.	From <i>Mission Jc.</i>	15.50	43	
2872	f11.30	Wharlock	a branch line	15.26	34	
2879	f11.46	Haney	crosses the Fraser	f15.11	27	
2881	11.52	Hammond	River and runs to the international boundary line where rail connection is made with the Bellingham Bay & British Columbia Rd. for New Whatcom, Wash., from which point steamers ply daily, Sundays included, to Anacortes, Pt. Townsend, Seattle, Tacoma and Olympia. Connecting at Tacoma with Northern Pacific Rd. for Portland, Ore. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. A Steamer makes regular trips from Seattle to Everett. (See Condensed Time Table on pages 66 and 67.) Eight miles beyond at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching <i>Hammond</i> , extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	15.05	25	2906
	Bran'h Line.					
	Big Trees					
	Observation Car detached					
2888	12.17	New Westminster Junc.	Divergence of branch line to the important town of NEW WESTMINSTER	14.45	18	
(2897)	(12.48) ARRIVE	(New Westminster)	(pop. 8,000), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	(14.10)	(9)	
	New Westminster			Fraser River		
2803	12.27	Port Moody	<i>Port Moody</i> , at the head of Burrard Inlet, was	14.30	13	
2902	f12.46	Hastings	for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them,	f14.12	4	
	Along Burrard Inlet			FIRST DAY		

f Flag Station.

From Vancouver to Yokohama, 4,234; to Hong Kong 5,836; to San Francisco, 830.

Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
43	2906	Daily ARRIVE 13.00 1.00 P.M.	and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , the new city of Vancouver soon appears. Vancouver —Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo, & San Francisco, to China and Japan, to Australia via Honolulu, H. I., and Suva, Fijian Islands, and Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well-rewarded. A Clyde built steamer connects with Victoria, d'y, except Monday, when connection is made via New Westminster—a ferrisage of five hours through a beautiful	FIRST DAY 14.00 P.M. 2.00 LEAVE Daily Vancouver; its site and commercial advantages. Commercial advantages Crossing the Gulf of Georgia	0
18		From Vancouver to Yokohama, 4,234; to Hong Kong 5,836; to San Francisco, 830. Commercial advantages			
13		Rec-sources			

|| Refreshment Station.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vanc'vr
	LEAVE	archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong depart about every three weeks, and for Honolulu and Sydney, Australia, via Fiji Islandseverymonth. At Hong Kong passengers make connection with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, and with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co., which ply between Hong Hong and Australia.	LEAVE	
2900	ARRIVE 19.15 7.15 P. M.	Victoria —Pop. 20,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily except Mondays, when connection is made via New Westminster, and with Puget Sound ports, daily except Saturdays; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian and Fijian Islands, and Australia stop at Victoria for passengers, and about every ten days in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and <i>rendezvous</i> on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	A. M. 2.00 LEAVE	84
Victoria is 2,250 miles, via C. P. R. from New York or Boston, and 5,700 from Liverpool via Montreal	Scenery and sport		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 a. m. Passengers may occupy their state-rooms as early as they please	
	Beautiful surroundings			
	Steamship connections			

Local Steamship Service on the Pacific Coast

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria (excepting Monday, on which day Victoria is reached via New Westminster); to Nanaimo daily, Sundays included, on arrival of Pacific Express.

From Victoria, steamers depart daily, except Monday, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains for Portland, e., San Francisco and Southern California.

Miles from Montreal

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Lake Route

(SUMMER MONTHS ONLY)

Montreal and Toronto: 338 Miles
Ontario & Quebec Division

Toronto and Owen Sound: 122 Miles
Ontario & Quebec Division

Owen Sound and Fort William: 555 Miles
Lake Steamship

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Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'r
	LEAVE DAILY		ARRIVE DAILY	
0	9 00p m	Montreal	7.50am	2922
5	9.12	Montreal Junction	7.40	2917
	EASTERN STANDARD TIME	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the line to Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. <i>Lachine</i> was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	Ch'ng'e for Queb'c	To Boston 335 miles
7		Western Junc.		2915
10		Dorval		2912
18		Valois		2909
15		Beaconsfield		The St. Lawrence bridge 2907
20		Ste. Anne's		2902
24	9.40	Vaudreuil	7.07	2898
		crossed by a fine steel bridge at <i>Ste</i>		

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* Additional train leaves Montreal for Toronto at 8.25 a.m. on week days, arriving at Toronto at 7.25 p.m. Dining Cars are run on day trains between Montreal and Toronto. † Refreshment Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r	Miles from Montreal
	LEAVE		LEAVE		148
	Ottawa River	<i>Anne's</i> , at the head of the Island of Montreal Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. <i>Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> . Here a line branches off along the southern bank of the Ottawa River to Pointe Fortune.			155
35		St. Clet	6.50	2887	166
40		St. Polycarpe Junc		2882	175
46		Dalhousie Mills		2876	180
54		Green Valley		2868	191
63		Apple Hill		2850	199
68		Monklands	Farms	2854	207
73		Avonmore		2849	216
79		Finch		2843	225
87		Chesterville	5.30	2835	234
93		Winchester		2829	
101		Mountain		2821	
108		Kemptville Junc.	4.56	2814	
119		Merrickville		2808	
	MIDN'T	way is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.			238
					244
					252
					262
128	A.M. 12.30	Smith's Falls —Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufactories, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	4.25 A.M.	2794	
140	12.50	Perth —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.55	2782	271
					280
					283
					292

|| Refreshment Station.

Miles from Montreal	West bound Trains	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver
	LEAVE A. M.			LEAVE A. M.	
	148	Bathurst	<p>For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston on the St. Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i>, a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i>, on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Lake Ontario, northward to a number of large and extensively worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.</p>		
	155	Maberly		2774	
	166	Sharbot Lake Jc.		2767	
	175	Mountain Grove		3.07 2756	
	180	Arden		2.48 2747	
	180	Arden		2742	
	191	Kaladar		2.20 2731	
	199	Sheffield		2723	
	207	Tweed		1.40 2715	
	216	Ivanhoe		1.17 2706	
	225	Central Ont. Jc.	1.00 2697		
	234	Blairton	2688		
2887					
2882					
2876					
2868					
2850					
2854					
2849					
2843					
2835					
2829					
2821					
2814					
2803					
238	4.00	Havelock	12.35 2684		
244		Norwood	12.15 2678		
252		Indian River	MIDN'T 2670		
262	4.50	Peterboro' —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufacturing factories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.	11.42 P. M. 2660		
2794					
		Rice Lake canoes and sport	Fishi'g resorts		
2782					
271		Oavanville	2651		
280		Manvers	2642		
283		Pontypool	2639		
292		Burketon	2630		

! Refreshment Station.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver	Miles from Montreal	Ex W			
301	LEAVE	Myrtle Claremont Locust Hill Agincourt	10.28	2621	338	L			
310								2612	A
318							cheese and fruit are largely produced and much attention is given to cattle breeding.	2604	
326								2596	
333	6.55	Leaside Junc. —Express trains run through by way of Toronto Union Station to Toronto Junc., but a connecting train will run to N. Toronto.	9.25	2500					
	ARRIVE								
335	(7.05)	North Toronto —Station for the northern part of Toronto. Street cars connect with all parts of the city and cabs may be had at the station. Trains leave North Toronto for Leaside Junc. and Toronto Junc., so as to connect at these points with through Main Line Express trains which run by way of Toronto Union Station.	(9.15)	2588					
	ARRIVE DAILY								
338	7.20 A.M.	Toronto —Pop. 190,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. & N. W. Div. of the G. T. Ry. (see p. 63) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Line. This train stops at PARKDALE, two miles beyond Toronto, where the Company's workshops are located.	P.M. 9.00	2585					
	Com'm'rcial importance				LEAVE DAILY		384	1	
							387	a	
							391	1	
							394	f	
							398	f	
							403	1	
							406	f	
							410	1	
							414	1	
	Railway outlets		EASTERN TIME		424	1			
343	(7.55)	Toronto Junction —Divergence of Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Ry., the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie and Fort William.	(8.25)	2580					
					431				
					436				
					440				
					447				
					452				
					460				

|| Refreshment Stations.

Additional train leaves Toronto for Montreal at 8.45 a.m. on week days, arriving at Montreal at 7.45 p.m.

Miles from Vancouver	Miles from Montreal	Express West'd	STATIONS—DESCRIPTIVE NOTES	Express East'd	Miles from Vancouver
3	2021	338	LEAVE	ARRIVE	2585
	2012		Toronto —Regular trains leave Toronto for Owen Sound at 7.55 a.m. and 5.25 p.m., and Owen Sound for Toronto at 5.40 a.m. and 3.30 p.m. These trains run daily except Sundays and stop at all stations. During the season of navigation the Steamship Express leaves Toronto, Tuesdays, Thursdays and Saturdays at 10.40 a.m., passing through Parkdale (10.50 a.m.), and Toronto Junction (10.58 a.m.), and thence by way of Weston, Woodbridge, Bolton and Cardwell to Melville Junction, the first point at which these trains stop after leaving Toronto.	8.40 P. M.	
	2004				
	2506				
5	2500				
5)	2588				
		384	10.07 Melville Junction.	6.25	2530
		387	a 10.15 Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.	6.20	2536
			10.30	a 6.00	
		391	10.40 Orangeville Junction —Branch line to TEESWATER.	5.50	2532
		394	f 10.47 Laurel	f 5.41	2520
		398	f 10.55 Crombles	f 5.34	2525
		403	11.05 Shelburne	5.26	2520
		406	f 11.12 Melancthon	f 5.20	2517
		410	11.20 Corbetton	5.14	2513
			Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.		
		414	11.28 Dundalk —The road is here 1,300 feet above Lake Ontario.	5 07	2500
		424	11.50 Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.	4.45	2490
			P. M.		
		431	12.02 Markdale	4.32	2492
		436	12.11 Berkeley	4.21	2487
		440	12.20 Holland Centre	4.12	2483
		447	12.34 Chatsworth	3.57	2476
		452	f 12.45 Rockford	f 3.45	2471
			people predominate. Limestone abounds, and lime is made.		
		460	Ar 1.00 Owen Sound —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound 1.00 p.m. on Tuesdays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River at the head of the	3.30 P. M.	2463

ays, arriv-

† Refreshment Stations.

f Flag Station.

Additional trains every week day between Toronto and Owen Sound.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
	Port of embarkation for the Upper Lakes	sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Fort William (see below) local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.		
735	A. M. Ar10.00 Lv10.30	Sault Ste. Marie —Wednesdays, Fridays and Sundays going West, and Saturdays, Mondays and Wednesdays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moosejaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie.	P. M. L7 1.00 Ar12.30	2188
	Arrive Thursdays, Saturdays and Mondays		The C.P. steamer leaves Fort William Fridays, Sundays and Tuesdays.	
1015	10.00 A. M.	Fort William —Arrives Thursdays, Saturdays and Mondays, going West. Leaves Fridays, Sundays and Tuesdays, going East.	3.00 P. M.	1908
	ARRIVE		LEAVE	

For route west of Fort William see Transcontinental Rail Route, page 22. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to 15th November, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

Toronto

Miles from Toronto	Express North-bound	DAILY LEAVE
0		10.15
30		11.5
35		11.5
38		
63		12.5 A.M.
87	1.	
112	2.	
122	3.	
146	4.	

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Ontario Route

Toronto and North Bay : 228 Miles, G. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES	Express South-bound	Miles from Vancouver
	DAILY LEAVE		DAILY ARRIVE	
0	10.15pm	Toronto —Union Station. See page 60.	6.55	2770
30	11.26	Aurora	5.43	2740
35	11.36	Newmarket	A.M.	2735
38		Holland Landing		2732
63	12.45 A.M.	Allandale	4.45	2707
		<i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 6.40 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>		
87	1.35	Orillia	3.45	2684
112	2.35	Gravenhurst	2.45	2658
		<i>This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from</i>		
122	3.10	Bracebridge	2.10	2648
146	4.10	Huntsville	1.10 A.M.	2624
		<i>Hotels and summer sport</i>	Among the Muskoka lakes	

|| Refreshment Station.

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page 22. It
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Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES	Express South-bound	Miles from Vanc'vr
	LEAVE		LEAVE	
171	5.10	Burk's Falls		2599
183	5.40	Sundridge		2587
189	6.00	South River		2581
220	7.02	Gallander		2550
		the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at <i>Nipissing Junction</i> , about four miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.		
	ARRIVE		P. M.	
228	7.30	North Bay —See p. 18. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.	9.45	2512
	A. M.		LEAVE	
	DAILY		DAILY	

|| Refreshment Station.

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FROM	TO	SLEEPING CAR		PARLOR CAR	
		Depart	BthRate	Depart	Se'tRate
⊙ Bangor	St. John	* 7.30 pm	* 2.00	† 6.00 am	\$ 1.00
⊙ Bangor	Boston	* 8.00 "	* 2.00		
⊙ Boston	Bangor	* 7.00 "	* 2.00	† 8.00 am	1.00
Boston	Montreal	* 8.00 "	* 2.00	† 9.00 am	1.50
Boston	Chicago		5.50		
Boston	St. Paul	* 9.00 "	7.00		
Chicago (Dearborn St.)	Toronto	* 9.00 "	8.00		
Chicago	Montreal	* 9.00 "	5.00		
Chicago	"	† 10.30 "	5.00		
Chicago	Boston		5.50		
Detroit } Fort Street	Toronto		2.00		
Detroit } Union St'n	Boston and Portland		4.50		
Halifax	Montreal, via St. John	† 12.30 "	4.00		
Kingston	Toronto	"	1.50		
Montreal	Boston	* 9.20 "	2.00	† 9.00 am	1.50
Montreal	Portland		2.70		
Montreal	Old Orchard		2.00		1.50
Montreal	St. John	† 8.40 "	2.50		
Montreal	Halifax, via St. John	† 8.40 "	4.00		
Montreal	Vancouver	* 9.10 "	20.00		
Montreal	Toronto	* 9.00 "	2.50	† 8.25 "	1.00
Montreal	Chicago	* 9.00 pm	5.00		
Montreal	"	† 8.25 am	5.00		
Montreal	St. Paul	* 9.10 pm	6.00		
Montreal	Duluth		6.00		
Montreal	Ottawa	* 9.10 "	2.00	† 9.50 pm	50
Montreal	Quebec	† 10.80 "	1.50	† 8.30 pm	75
New Whatcom	St. Paul	* 2.00 "	13.50		
North Bay	Toronto	* 9.45 "	2.00		
Ottawa	"	* 10.35 pm	2.00		
Owen Sound	"				50
Ottawa	Montreal	* 4.20 am	2.00	† 4.30 pm	50
Old Orchard	"		2.00		1.50
Portland	"		2.00		
Quebec	"	† 10.30 pm	1.50	* 1.10 pm	75
Sault Ste. Marie	Duluth	* 5.45 "	2.50		
Sault Ste. Marie	St. Paul	* 5.35 "	2.10		
St. John	Montreal	† 10.40 "	2.00		
⊙ St. John	Bangor	* 8.30 "	2.00		
⊙ St. Paul	Winnipeg	* 9.30 "	5.00		
St. Paul	New Whatcom	* 7.50 "	13.50		
St. Paul	Boston via Montreal	* 9.00 "	7.00		
Toronto	Kingston	"	1.50		
Toronto	Montreal	* 9.00 "	2.00	† 8.45 am	1.50
Toronto	Ottawa	* 9.00 pm	2.00		
Toronto	Chicago (S) † 7.50 p.m.	* 7.30 am	3.00		
Toronto	North Bay	* 10.15 pm	2.00		
Toronto	Owen Sound				50
Toronto	Vancouver, via North Bay	* 10.15 "	18.50		
Vancouver	Montreal	* 2.00 "	20.00		
Vancouver	Winnipeg	* 2.00 pm	12.00		
Winnipeg	Vancouver	* 10.30 am	12.00		
⊙ Winnipeg	St. Paul	* 10.40 am	3.00		

* Daily. † Daily except Sat. ‡ Sun. only. § Sun. only. ¶ From July 1st to Aug. 31st only. † Sat. only. ‡ Daily, Vancouver to Winnipeg; daily, except Thursday, Winnipeg to Montreal. § Change to Transcontinental Sleeper at North Bay. ¶ From about 1st May to 7th Oct. † Connects with Parlor Car for St. John. ‡ Sleeping or Parlor Car. § Connects with Parlor Car for Boston. ¶ Cars owned by Sleeping Car Companies, not C. P. R.

Proportionate Rates between other Stations.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate. In Drawing Rooms three times the berth rate, except on Chicago line from stations West of Detroit, where there is a slight advance in these charges.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Two adults, WHEN TRAVELLING TOGETHER AND BOARDING CAR AT SAME STATION, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers, other ticket agents will secure accommodation on application to them:

- ⊙ Boston G. A. TITCOMB, 197 Washington St.
- ⊙ Halifax C. S. PHILIPS, 126 Hollis St.
- ⊙ Montreal W. F. EGG, 129 St. James St.
- ⊙ Ottawa J. E. PARKER, 42 Sparks St.
- ⊙ Portland, Me. G. H. THOMPSON, Maine Central Rd. Station.
- ⊙ Quebec HEO. DUNCAN, Chateau Frontenac.
- ⊙ Sault Ste. Marie, Mich. R. B. FINCH, Union Depot.
- ⊙ St. John, N.B. G. P. McPHERSON, A. G. P. A., Clumb's Corner.
- ⊙ Toronto W. R. GALLAWAY, D. P. A., 1 King St. East.
- ⊙ Vancouver JAMES SCLATER, Station Ticket Agent.
- ⊙ Winnipeg W. M. McLEOD, 471 Main St.

⊙ Telegrams for accommodation required same night should be addressed to station agents if sent after 6.00 p.m. All city offices are closed on Sundays and legal holidays, and close at 8.00 p.m. week days.

Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

PACIFIC EXP. (Westbound)—North Bay, Fort William, Winnipeg, Regina, Calgary, (from 1st Nov. to 30th April), Banff (from 1st May to 31st Oct.), Glacier.

ATLANTIC EXP. (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 30th April), Regina, Brandon, Winnipeg, Ft. William, North Bay.

ST. PAUL EXP.—Montreal, St. Ste. Marie, Mich. BOSTON EXP.—Montreal, St. Ste. Marie, Mich.

Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

Stop-over—Holders of through Sleeping Car Tickets, reading in either direction, between Vancouver, Mission B.C., and any point east or south of Winnipeg, will be furnished on application to Sleeping Car Porter, with check for stop over at Winnipeg, Banff, Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend as desired.

J. A. SHEFFIELD, SUPT. SLEEPING DINING AND PARLOR CARS AND HOTELS, MONTREAL

To China and Japan—C. P. R. Royal Mail Steamship Line.

The inauguration in 1891 of a fast steamship service on the Pacific, between Vancouver, B.C., and Yokohama, Japan, and Shanghai and Hong Kong, China, has brought the New and the Old World nearer together, and the farthest East and West in closer touch. It has opened up a new line of travel for tourists, who can now easily reach either Japan or China, and visit at leisure the many attractive and curious places to be found in those countries. The route from Vancouver is 300 miles shorter than any other trans-pacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific ports. The passage is generally a very pleasant one, and with experienced and courteous officers the traveller is assured of safety, comfort and pleasure.

The steamships "Empress of India," "Empress of China" and "Empress of Japan," built under contract with the Imperial Government to carry the Royal mails, are staunch, speedy and spacious. They are uniformly built of 6,000 tons burthen, are 485 feet in length, with 51 feet breadth of beam, and are the only twin-screw steamships on the Pacific. They are of 10,000 horse power, have triple expansion engines, and steam 19 knots per hour.

The cabins are large and roomy and contain all the modern improvements, many new features being added, and no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidships, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word, modern marine architecture has in these palaces excelled itself.

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Vancouver	Yokohama		Shanghai (Woosung)		Hong Kong
	Dep. (3.20 pm)	Arr.	Dep.	Arr.	Dep.	Arr.
EMPRESS OF CHINA	1893 Dec. 11	1893 Dec. 25	1893 Dec. 26	1893 Dec. 29	1893 Dec. 30	1894 Jan. 2
EMPRESS OF INDIA	1891 Jan. 8	1891 Jan. 22	1891 Jan. 23	1891 Jan. 26	1891 Jan. 27	1891 Jan. 30
EMPRESS OF JAPAN	Feb. 5	Feb. 19	Feb. 20	Feb. 23	Feb. 24	Feb. 27
EMPRESS OF CHINA	Mch. 5	Mch. 19	Mch. 20	Mch. 23	Mch. 24	Mch. 27
EMPRESS OF INDIA	Apr. 2	Apr. 16	Apr. 17	Apr. 20	Apr. 21	Apr. 24
EMPRESS OF JAPAN	Apr. 3	May 7	May 8	May 11	May 12	May 15

AND EVERY THREE WEEKS THEREAFTER

INTENDED SAILINGS—EASTBOUND

NAME OF STEAMSHIP	Hong Kong	Shanghai (Woosung)		Yokohama		Vancouver
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
EMPRESS OF INDIA	1893 Nov. 29	1893 Dec. 1	1893 Dec. 2	1893 Dec. 7	1893 Dec. 8	1893 Dec. 20
EMPRESS OF JAPAN	Dec. 27	Dec. 29	Dec. 30	Jan. 4	Jan. 5	Jan. 17
EMPRESS OF CHINA	1894 Jan. 21	1894 Jan. 26	1894 Jan. 27	1894 Feb. 1	1894 Feb. 2	1894 Feb. 14
EMPRESS OF INDIA	Feb. 21	Feb. 23	Feb. 24	Mch. 1	Mch. 2	Mch. 14
EMPRESS OF JAPAN	Mch. 21	Mch. 23	Mch. 24	Mch. 29	Mch. 30	Apr. 11

AND EVERY THREE WEEKS THEREAFTER.

The Steamships may leave Yokohama and Shanghai in advance of the dates given, and passengers should enquire of the local Agents at these ports the actual date and hour of departure. Steamers leave Vancouver on arrival of Express from the east, and call at Victoria to land and embark passengers.

Canadian-Australian S.S. Line

This line was established in 1893, and has already become the favorite route between Europe and America and the Antipodes. Monthly sailings in both directions, via Honolulu, are made. The magnificently equipped steamships Warrimoo and Arawa are specially adapted for long sea voyages. The option of stop-overs is allowed first cabin passengers en route, and at Honolulu many take advantage of this privilege and remain to enjoy the strange sights to be seen in the Isles of the Pacific.

INTENDED SAILINGS—WESTBOUND

Name of Steamship	Vancouver	Honolulu, H.I.		Suva, Fiji		Sydney
	Dp. (7.00 am)	Arr.	Dep.	Arr.	Dep.	Arr.
ARAWA	1893 Dec. 18	1893 Dec. 24		1894 Jan. 1		1894 Jan. 9
WARRIMOO	1894 Jan. 18	1894 Jan. 24		1894 Feb. 1		1894 Feb. 9
ARAWA	1894 Feb. 16	1894 Feb. 24		1894 March 4		1894 Mch. 12

And monthly thereafter. Sailings shown are approximate only.

INTENDED SAILINGS—EASTBOUND

Name of Steamship	Sydney	Suva, Fiji		Honolulu, H.I.		Vancouver
	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
WARRIMOO	1893 Dec. 18	1893 Dec. 24		1894 Jan. 3		1894 Jan. 12
ARAWA	1894 Jan. 18	1894 Jan. 24		1894 Feb. 3		1894 Feb. 12
WARRIMOO	1894 Feb. 18	1894 Feb. 24		1894 March 7		1894 Mch. 16

And monthly thereafter. Sailings shown are approximate only.

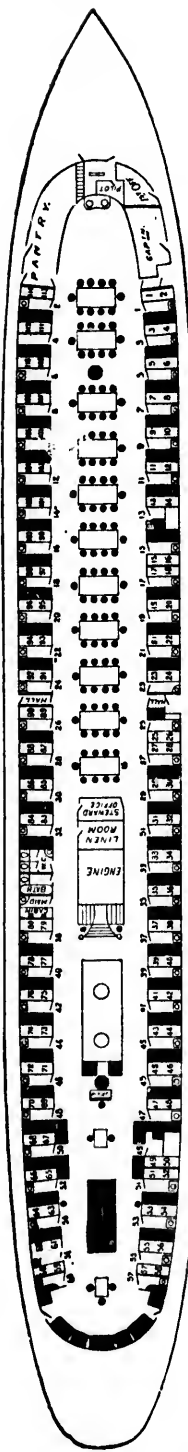
From points west of Chicago, St. Paul and Port William, berths on Steamers of above lines can be secured from Dist. Pass. Agt., Vancouver, and east of those points from the Gen. Pass. Agt., Montreal, through any C. P. R. Agent. As Australian Steamships leave Vancouver at 7.00 a.m. on date of sailings, overland passengers should arrive at Vancouver not later than the day prior thereto. Steamers call at Victoria both going and returning.

CANADIAN PACIFIC UPPER LAKE STEAMSHIPS

CANADIAN PACIFIC UPPER LAKE STEAMSHIPS (SUMMER ONLY) ALBERTA, ATHABASCA AND MANITOBA

Are intended, during Season of Lake Navigation (from about 1st May to 15th November), to make three trips each week in either direction (weather permitting) between **Owen Sound, Sault Ste. Marie, Port Arthur and Fort William**, leaving Owen Sound at 7.45 p.m., Tuesdays, Thursdays and Saturdays, Fort William and Port Arthur 7.5.30 p.m., on arrival of Atlantic Express Fridays, Sundays and Tuesdays.

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATEROOMS

For further particulars see pages 62 and 63 of this book.

y. Approximate Time, subject to change without notice.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted up with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like ocean greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2600 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa.

First Class Round Trip and Tourists Tickets include meals and berths " Second Class, Colonist and Emigrant Tickets, deck passage only

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DOMINION EXPRESS COMPANY

OPERATING ON ALL LINES OF THE

CANADIAN PACIFIC RAILWAY

Also on the lines of the

Intercolonial Railway, Manitoba & Northwestern Railway, Kingston & Pembroke Railway, Erie & Huron Railway, Bay of Quinte Railway & Navigation Co., Brockville, Westport & Sault Ste. Marie Railway, Joggins Railway, Elgin, Petitcodiac & Havelock Railway, New Brunswick & P.E.I. Railway, Bellingham Bay & British Columbia Railway, The Allan Line Royal Mail Steamers and the Dominion Line Mail Steamers (weekly to and from Europe), Canadian Pacific Royal Mail Steamship Line (to and from all Treaty Ports in China and Japan), and Canadian-Australian Line of Royal Mail Steamships to Australia, via Honolulu.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O.D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly and at reasonable rates.**

Grant Special Rates on produce, and on large consignments of merchandise.

Require all employees to be **civil and accommodating** and will consider it a kindness if patrons will report any violation of this rule to Local Agents or to headquarters.

Parcels for all parts of Canada and the United States, per Dominion Express Co. of Canada, shipped from any part in Great Britain, sent to care of Archer Baker, European Agent, at addresses shown on inside page back cover, will be forwarded promptly by mail steamers of the Allan and Dominion Lines at lowest rates.

S. T. STEWART, Superintendent	Montreal.
J. A. BOSWELL, "	Toronto.
G. FORD, "	Winnipeg
W. S. STOUT, General Manager,	Toronto.

CANADIAN PACIFIC RY. TELEGRAPHS

The telegraph system of the C.P.R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of railway in the Dominion of Canada.

The COMMERCIAL CABLE CO. (Mackay-Bennett system) gives the C.P.R. the most direct connection with Europe.

The Postal Telegraph Co. of New York and San Francisco enables the C.P.R. to reach all important points in the United States.

See that all telegrams for America are marked Via Commercial, as this Cable Company connects with the Canadian Pacific Railway's system of telegraph.

A tariff of charges for telegrams is posted at all Telegraph Offices, and senders of messages are requested to compare these with the charges made.

HEAD OFFICE, MONTREAL

CHAS. R. HOSMER,

MANAGER TELEGRAPHS.

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CANADIAN PACIFIC RAILWAY

RAILWAY & FREE LANDS

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches. The Company are now placing on the market their lands in the great Saskatchewan Valley. The lands along the Saskatchewan, Battle and Red Deer Rivers have long been known as the most fertile and attractive of the whole North-West. Opportunity will be given to purchase valuable farms in the vicinity of Edmonton, Red Deer and Battleford at low prices, on easy terms and without any conditions of settlement. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at prices ranging from \$2.50 per acre upwards, and purchaser may go into immediate possession on payment of one-tenth of the purchase money, and the balance in nine annual instalments.

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Railway traverses three of the most important divisions of the North-West viz.: Manitoba, Assiniboia, and Alberta.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam of great strength and depth, that of the Red River Valley being particularly well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe, so that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOIA

The central district of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the District is particularly well adapted for Stock raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a north-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. The snow in winter rarely lies longer than four or five days when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an abundance of water for grazing and all other purposes.

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing are brought in from the ranches as fat as stall fed cattle in the Eastern Provinces.

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for Cheese and Butter Making, and before long it will be as noted for such industries as for its ranches.

Land Explorers are offered reduced return rates, 1st Class to Winnipeg from points in Canada east of Sudbury. Holders of such tickets and also bona fide Land Explorers coming from the United States, who can furnish satisfactory proof of the same to the undersigned, can purchase return tickets from Winnipeg to points west in the Provinces of Manitoba, Assiniboia or Alberta, the value of which will be refunded original holder should he purchase within thirty days one quarter section (160 acres) of Canadian Pacific Railway farm lands. A similar rebate will be made to actual settlers on Canadian Government farm lands west of Winnipeg and east of Calgary, on production of proof of purchase or entry of same within the thirty days, and of the person so purchasing or making entry having settled upon the land.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Offices of the Company, where maps and pamphlets, descriptive of the Free Grant and Railway Lands through which the Railway passes can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to Archer Baker, European Agent, at addresses on inside page back cover, or to

L. A. HAMILTON,

O. P. R. Land Commissioner, WINNIPEG, MAN.

**CANADIAN PACIFIC RAILWAY
AND ITS CONNECTIONS.**

